

Segment 3 - North Wellsville Mountain Connection

General Description

The trail segment around the north end of the Wellsville Mountains begins approximately 3 miles north of Deweyville (see maps 5, 6, and 7 in Appendix G). It contours around the north end of the Wellsville Mountains near the Bonneville Shoreline terrace south of Highway 30. This is the primary NBST connection between Box Elder and Cache Counties, which may be responsible for trail development. Land ownership along this segment is entirely private. Alternatives consist of existing corridors and newly constructed trail.

Environmental Description

Slope

The foothill area along this segment has a north to northeast aspect. The topography is rolling with elevations approximately 5,000 feet. There are two prominent knolls in the corridor that can provide scenic views.

Hydrology

The trail crosses Cottonwood Creek, Sleepy Hollow Creek, Willow Creek, and Three-mile Creek. There are eight springs located in the trail corridor near the community of Mendon, including Yonk Spring, Coldwater Spring, and Deep Gorge Spring. There are no wetlands along the route.

Wildlife

A majority of this segment is in the Malad/Bear River riparian corridor area as mapped by the UDWR. The segment follows this corridor for approximately 5 miles.



Geology

The West Cache (Wellsville) fault runs parallel to the foothills on the east side of the Wellsville Mountains near the historic Lake Bonneville Shoreline.

Alignment Alternative A - Four-Wheel Drive Road Corridor (8.1 Miles)

This alternative begins at the PacifiCorp powerline corridor and the four-wheel drive road just east of Collinston. The trail then follows the four-wheel drive road east to the Cache County line. At this point the trail turns south, following the road down Three-mile Canyon and continuing on the road to its intersection with the Wellsville Mendon Lower Canal.

Ownership

Land ownership along this trail alternative is both private and public. The powerline corridor is private, with PacifiCorp owning easements for the powerline. The four-wheel drive road between the powerline corridor and Cottonwood Canyon is a private road. Beyond Cottonwood Canyon, the alignment follows the Dairy Valley Road, which is a county road.

Trail Development Opportunities

- ❖ The use of the four-wheel drive road allows for trail construction in an existing developed and disturbed road corridor.
- ❖ The topography lends itself to trail development, and the hilly nature of the area adds visual interest and some buffering from the nearby highways.
- ❖ The topography of the area contains few obstacles and is generally very good for trail development.

Trail Development Constraints

- ❖ The NBST is required to be nonmotorized, thus requiring separation of motorized and nonmotorized uses along the road corridor.
- ❖ The road/trail corridor is adjacent to several springs that may be impacted by trail development.
- ❖ Private landowners may be reluctant to accommodate a trail across their land and agricultural areas.

Trailheads

No trailheads are proposed along this segment.

Alignment Alternative B - Old Railroad Bed Corridor (9.2 Miles)

The old railroad bed option allows the trail to follow the powerline corridor for 1.5 miles before merging with the railroad bed at the point of Cottonwood Canyon. The trail then bends around the northern extent of the Wellsville Mountains, passing outside of the knolls and continuing along the historic Lake Bonneville Shoreline. The trail passes over Three-mile Creek and ends northwest of Mendon.



Ownership

Land ownership along this trail alternative is generally private. This alternative crosses a considerable amount of private agricultural lands as it follows the old railroad bed. Ownership along the powerline corridor is private, with PacifiCorp owning an easement for the corridor to cross these private lands.

Trail Development Opportunities

- ❖ The old railroad bed provides an existing clear grade to build the trail.
- ❖ The topography provides for a relatively flat trail that would be easily negotiated by many trail users.
- ❖ No crossing of roads or major landscape features is required.

Trail Development Constraints

- ❖ Possible opposition from the agricultural land owners if the trail follows the old railroad bed.
- ❖ The construction costs for this alternative are increased by the necessity of a longer route around the northern extent of the mountain range.

Trailheads

No trailheads are proposed along this segment.

Other Trail Alignment Opportunities

Other trail route alternative opportunities that are possible along this segment consist of existing fire/four-wheel drive roads that contour the foothills north of Deweyville. These established roads could be used to connect various segments of both Alternatives A and B to the north and south. These roads would act as short cuts between the two alternatives.

Potential Trail Linkages

There is an important trail linkage that can be made along this segment. This includes:

- ❖ Access from the west side of the Wellsville Mountains to the east, connecting two major segments of trail. This link is the most straight forward in terms of Cache County trails linking with Box Elder County trails.

